



GOVERNOR'S OFFICE OF
BUDGET AND PROGRAM PLANNING

Fiscal Note 2009 Biennium

Bill #	SB0252	Title:	Road name change law
Primary Sponsor:	Larson, Lane L	Status:	As Introduced

- | | | |
|---|--|--|
| <input type="checkbox"/> Significant Local Gov Impact | <input checked="" type="checkbox"/> Needs to be included in HB 2 | <input checked="" type="checkbox"/> Technical Concerns |
| <input type="checkbox"/> Included in the Executive Budget | <input type="checkbox"/> Significant Long-Term Impacts | <input type="checkbox"/> Dedicated Revenue Form Attached |

FISCAL SUMMARY

	<u>FY 2008 Difference</u>	<u>FY 2009 Difference</u>	<u>FY 2010 Difference</u>	<u>FY 2011 Difference</u>
Expenditures:				
General Fund	\$21,500	\$21,500	\$22,038	\$22,588
Revenue:				
General Fund	\$0	\$0	\$0	\$0
Net Impact-General Fund Balance	<u>(\$21,500)</u>	<u>(\$21,500)</u>	<u>(\$22,038)</u>	<u>(\$22,588)</u>

Description of fiscal Impact: The bill establishes a road name change committee. The fiscal impact reflected is for travel cost reimbursement for committee members to meet four times per year and for contracted staff to the committee. The fiscal impact for compensation of those persons residing on a road that receives a name changes is unknown.

FISCAL ANALYSIS

Assumptions: Governor's Office

1. The 3 committee members are elected officials, and therefore not eligible for an additional salary for serving on this committee.
2. Members will be reimbursed for travel expenses. There will be an estimated 4 meetings per year in various locations around the state. Minor expenses will be incurred for public meetings, such as public notice advertisements and meeting room rentals. This cost is estimated at \$6,500 per year in the 2009 biennium and inflated by 2.5% per year in the 2011 biennium.

3. The Governor's Office does not have existing resources nor the expertise to staff the committee. The office would contract for committee staff at an estimated cost of \$15,000 per year for the 2009 biennium and inflated 2.5% per year in the 2011 biennium.
4. The number of road names currently in existence which would fall under the criteria to be established that would define them as racist, derogatory, defamatory, or otherwise offensive to an individual or group is unknown. Therefore, no estimate has been provided for possible payment from the fund to reimburse residents of a road whose name has changed.

Department of Transportation

5. Depending on the number of name changes that occurred on roads signed by the Department of Transportation, the bill could have a significant impact but at this time the impact is unknown.

	<u>FY 2008</u> <u>Difference</u>	<u>FY 2009</u> <u>Difference</u>	<u>FY 2010</u> <u>Difference</u>	<u>FY 2011</u> <u>Difference</u>
<u>Fiscal Impact:</u>				
<u>Expenditures:</u>				
Operating Expenses	\$21,500	\$21,500	\$22,038	\$22,588
<u>Funding of Expenditures:</u>				
General Fund (01)	\$21,500	\$21,500	\$22,038	\$22,588
<u>Revenues:</u>				
General Fund (01)	\$0	\$0	\$0	\$0
<u>Net Impact to Fund Balance (Revenue minus Funding of Expenditures):</u>				
General Fund (01)	(\$21,500)	(\$21,500)	(\$22,038)	(\$22,588)

Technical Notes:

1. Section 2 of the bill establishes a special revenue fund to provide compensation to impacted residents; however, there is no defined source of revenue that would be placed in this account for the purposes of the compensation required in the bill.

*Sponsor's Initials*_____
*Date*_____
*Budget Director's Initials*_____
Date